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Photograph by Donald McLeish

LITTLE MISS NORWAY'S BREAKFAST IS NOT BRIGHT BUT EARLY

Breakfast on a winter morning is usually not bright, for the short Norwegian daylight barely begins until 9 o'clock. Her bowl will be filled with hot oatmeal porridge, flavored with sugar and butter. Because the porridge bowl is too narrow and deep to admit a long handle, her spoon has a big shallow ladle but a short handle ending abruptly in a knob. Her costume, an embroidered woolen jumper dress, is complete with a matching cap (Bulletin No. 1).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Neutral Norway Between Two Fires

SEA fighting reminiscent of old frigate days and the bygone era of clumsy galleons has disrupted the nervous quiet of neutral Norway. When the British destroyer *Cossack* sailed into the Norwegian harbor of Jessingfjord and sent an armed crew aboard the German prison ship *Altmark*, the British boarding raid released British prisoners; but it released also a storm of protests and legal questions regarding the neutrality of Norway.

Now the country finds a peacetime advantage a serious wartime hazard. Ordinarily Great Britian, nearest neighbor due west, and Germany, about equally distant due south, are conveniently situated for trade; the two nations vie for the title of Norway's best customer. The same proximity, since the heightening of naval warfare, has made it difficult for Norway to dodge the crossfire.

Coastline's Jekyll-Hyde Change from Help to Threat

The deeply indented, fjord-gashed coastline of the country has created a hardy race of seafaring farmers, who have been able to leave their homes periodically for coastwise shipping or fishing. Those same coastal waters, however, have become a potential battleground and a menace to the country's neutrality.

The resources of this small northern country help to make her unique in Europe. Numerous lakes and coastal fjords provide excellent fishing, for salmon from the Atlantic fill Norwegian streams. Farmers own fishing rights on their property, which they sell to anglers.

Norway can no longer be considered predominantly an agricultural country, for the fishing and timber industries have stepped into the foreground during the past forty years. Increased use of whale oil has encouraged this trend. Norway's pioneering in Antarctic waters, where whales are to be found in greatest number, has brought her to the fore in the whaling industry since the beginning of the 20th century. Cod, herring, halibut, flounder, salmon, haddock, and mackerel are fished in Norwegian waters. Norway carries on one of the largest fishing industries in the world, supplying fresh fish to all parts of Europe.

Viking Spirit Survives in Modern Norwegian Enterprise

Timber is another important Norwegian export. Twenty-five per cent of the land area of the country is covered by pine, fir, spruce, and other woods, and the paper and wood pulp industries are also prominent. Fur production is next in the scale of importance in the country's commerce. Beautiful silver fox and mink pelts are shipped from Norway to all parts of Europe and America.

The ancient Vikings who crossed the Atlantic Ocean to discover America about 1000 A.D. have their modern counterparts in daring Norwegian explorers, most famous of whom were Roald Amundsen, who discovered the South Pole in 1911, and Fridtjof Nansen, who on skis crossed Greenland for the first time in 1888. The geographic position of Norway is singularly favorable for exploration in the Arctic, and it is there that Norwegian explorers have done most of their work, especially in Spitzbergen since 1926.

Interest in the outside world is characteristic of the remotest communities in the country. Through radio, farmers in outlying districts of Norway are kept informed of what is going on. Thirteen broadcasting stations are maintained and operated by the Norwegian State Broadcasting Company. An attempt is made to unite the country with national programs, but "regional evenings," when different

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Photograph by Maynard Owen Williams

WHERE HORSEPOWER FAILS, MULE-POWER CONQUERS ONE OF CHINA'S LITTLE SAHARAS

Caravan routes across the deserts of Ningsia have been in use for thousands of years, and the basic products carried have not varied with the ages: wool and hides going east to coastal China, tea and silks bound west to Sinkiang and Turkestan. Over the riverside desert of dunes beside the Yellow River, a donkey train toils through a trackless stretch of shifting sand. That the desert is not hot, even when the sun is bright, is shown by the fur caps and long sheepskin coats of the mule drivers. The mules are carrying striped sacks of provisions for the Citroën-Haardt Trans-Asiatic Expedition, which crossed Central Asia by motor. The motors crossed the River by barge, while the provisions took a longer trip by muleback (Bulletin No. 2).

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China's Ningsia Province Penetrated by Japanese Troops

WEST of China's Great Wall, some 500 or 600 miles inland from the coast, Japanese forces sallied into Ningsia, Inner Mongolian province of North China, for the first time since the beginning of the Sino-Japanese conflict. This remote and inaccessible province represented Japan's deepest penetration into northwestern Chinese territory up to that time.

Ningsia Province is a chunk of land about the size of Colorado and shaped roughly like a bear. The "bear" stands on the westernmost stretches of the Great Wall, with its tail hanging down into the loess highlands of North China, and its snout thrust deep into the western reaches of the Gobi Desert. The Yellow River (Hwang Ho) is a muddy stripe across its flank. The Province is mostly a flat or gently rolling semi-arid plain more than 3,000 feet above sea level.

High, Dry, and Lonesome Land of Two Deserts

The southeastern half of Ningsia is steppe country, with short grass growing on broad stretches, while the northern half is true desert. Both sections are high, dry, and lonesome. The northern wastes are a portion of the vast Gobi. South of the Gobi and west of the rugged range of Ala Shan in the province spreads the Ala Shan Desert.

Duststorms and sandstorms frequently rage across the empty uplands. Seasonal streams are quickly swallowed by the thirsty earth and evaporated by the sun. Cold Siberian winters howl down over the vast open plateau of Outer Mongolia to bury Ningsia in icy bitterness for several months of every year. In summer, heat would be intolerable if the air were not so dry.

Maps show only a sparse scattering of oasis-hamlets in the central and western areas. In the east and southeast, the Yellow River Valley and the loess-buried regions are more fertile, especially where irrigated; there are found most of the Province's towns, farms, and gardens.

Most of Ningsia formerly constituted the province of Sitao. In 1928 upon the establishment of the Nationalist Government, a group of counties formerly in Kansu, including the city of Ningsia, were transferred to Sitao, and the name of the enlarged territory was changed to Ningsia. Of China's 28 provinces, only three have fewer people for their area than Ningsia, which has a population of little more than a million in 106,000 square miles.

Irrigation Canals 2,000 Years Old Hold off Desert

Ningsia's Mongol tribesmen live as their brother nomads live anywhere throughout the great Central Asian Desert. The short steppe grass is their sole natural resource. Common Mongol greetings are, "Is the pasturage with you rich and abundant?" and "Has rain fallen in your neighborhood?" They wander with their flocks and herds of sheep, horses, donkeys, camels, and cattle, which provide the staples of their diet: cheese and mutton and ingredients of their soupy tea. This universally popular drink is made from sour milk, butter, and brick tea, and is quaffed from wooden bowls often decorated with silver.

Skins and wool provide the tribesmen's clothing, and their tents, or *yurts*, are made of wool felt bound with richly embroidered bands to a collapsible framework of willow sticks.

In southeast Ningsia, an important summer raft trade is borne on the tawny tide of the Yellow River. Numerous rafts of inflated sheepskins, or of oxhides

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sections of the country present their typical entertainment, are also a feature.

Norway enjoys a high standard of popular education, and illiteracy is almost unknown. Tuition is free at the University of Oslo and at other colleges. Since English is taught in the schools, most Norwegians can speak it; German and French are the next most popular foreign languages.

A national drama came into being in the 1870's with the work of Henrik Ibsen, Björnstjerne Björnson and Gunnar Heiberg. A few other Norwegian literary names are known all over the world. Knut Hamsun is remembered as the winner of the Nobel Prize of 1920, for his novel, *Growth of the Soil.* Sigrid Undset's trilogy, *Kristin Lavransdatter,* has been widely read in the United States. O. E. Rölvaag is known for his stories of Norwegians in the midwestern United States.

Norway's thirty-six years since achieving independence from Sweden have seen development along many lines. The country's legislative body, called the Storting, has put through many progressive laws. Important among them have been provisions for unemployment relief, social insurance, improved labor regulations, aid to farmers and homebuilders, and other issues which sound familiar to American ears.

Note: Additional descriptions, photographs, and maps of Norway are to be found in "The Nomads of Arctic Lapland," *National Geographic Magazine,* November, 1939; "Country Life in Norway," April, 1939; "Life in a Norway Valley," May, 1935; "Norway, a Land of Stern Reality," July, 1930; and "Norway and the Norwegians," July, 1924.

See also in the GEOGRAPHIC NEWS BULLETINS: "Scandinavia, Europe's Viking Crest," February 5, 1940; "Lapps, The Dwarfs of the Arctic, Have Disregarded Boundaries," April 24, 1939; "Norway Makes Spelling a Matter of National Concern," January 3, 1938; "Loen Lake Again a Setting for Norwegian Tragedy," October 5, 1936.

Bulletin No. 1, March 11, 1940.

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SHE'LL BE COMING ROUND THE MOUNTAIN AS A SUMMER SHEPHERDESS

When summer covers Norway's mountains with green, the herds are led to graze in highland pastures, so that the rich lower meadows around the farm can be harvested for winter hay. The daughter of the family rides off to spend the season at the saeter, or mountain pasture, tending the livestock, milking the cows and goats, and making butter and cheese. She carries empty butter tubs and round cheese frames on her pony. When brother or father arrives periodically to bring her supplies, he carries back the fresh cheeses and the butter. The brothers wear the roomy Norwegian overalls with reinforced leather seat.

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The Dramatic Career of Silver

"TOO much money" is a strange complaint, but that is what the United States heard last month. The advisory council of the Federal Reserve banks criticized Uncle Sam's policy of purchasing silver from abroad, charging that it added too much money to the already excessively large amounts of wealth held in reserve in banks.

Silver and the cost of silver, through reactions of the money market, affect standards of living around the globe. Many nations have their finances organized on the silver standard, instead of the gold standard.

The "Silver" Barometer of Oriental Prosperity

In the silver-conscious Orient, especially in India and China, the fluctuation of this metal's price is an index to prosperity. Drastic shifts in its value bring sharp changes in living conditions. In 1919 when the price of silver soared to $1.37 an ounce, conditions improved; and in 1932, when it dropped to 24½ cents an ounce, standards of living also dropped.

In mining regions of the Western Hemisphere, especially in Mexico—the earth's Number One producer of the soft pale metal—silver is closely linked with the people's welfare and the nation's economy.

For thousands of years silver has played a vital role in man's life. It was the first of metals widely used for money. Five hundred years before Christ, taxes from silver mines were added up in the financial books of the Greeks. From silver coins, called Joachimsthaler, minted in the 16th century near Joachimsthal in Central Europe, came the root word "thaler"—from which was derived the widely accepted symbol of cash, the Dollar.

Silver, with gold, lured the Conquistadores to the New World, and helped settle the American West. After the California gold rush came the bonanza silver finds of such States as Nevada, Utah, and Colorado, where men became rich overnight and towns grew "wild." Yet many individual miners who reaped fantastic fortunes from the silver flood died in poverty. Henry Comstock, who gave his name to one of the greatest mining discoveries in history, the Comstock Silver Lode of Nevada, eventually committed suicide.

Sixteen Billion Ounces Mined Since Opening of American Sources

In all, since the time of Columbus, it has been estimated that the world has mined more than 16 billion ounces of silver, worth something over $15,000,000,000. North America is the chief source of this metal. In 1938, Mexico produced about 85 million fine ounces of silver, to the United States' 61½ millions. In 1939, the United States produced 65,011,770 fine ounces.

Silver coins were known some 2,400 years ago. Since silver ore in pigskins was carried out of Athens' ancient mine on dogs' backs, silver has been used chiefly for money and ornament. The basic coin in old Saxon and Norman England was the silver penny. One side of it usually bore the head of a monarch; the other was divided by a cross into quarters, so that the coin could be cut into halfpennies and farthings. On some of the coins the cross was replaced by a star, which gives rise to one explanation of the term, "sterling"—perhaps originally "starling." Another explanation derives from the fact that silver coins of England were annually inspected at Easter, and the pure silver was of acceptable, or "Easterling," quality. Still another "Easterling" story recounts that the British came to insist on, as the

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stuffed with wool, bear loads of wool, skins, hides, and other inland produce from Sining and Lanchow 700 miles down the swift river, across the corner of Ningsia, to the railhead at Paotowchen in Suiyuan.

Automobiles are used in some parts of eastern Ningsia, but the roads are primitive. Many motor roads are mere tracks in the desert, their bridges built with a gap down the middle to prevent horsedrawn carts from using them. Beside the Yellow River is a virtually roadless area of great sand dunes, some of them 600 feet high (illustration, inside cover).

Where the Great Wall parallels the Yellow River in southern Ningsia, it is only an earth and gravel mound a few feet high, rising higher in tumbled towers.

Capital of the province of Ningsia is the brick-walled city of the same name (illustration, below), situated on the Yellow River where it broadens out in a great loop around the Ordos Desert. For a considerable distance beyond the city there are prosperous farming communities, making a wide, rich oasis in a barren land. Irrigation canals still in use are 2,000 years old. Besides pigs and poppies, the well-watered, intensively cultivated lands yield abundant crops of rice, wheat, millet, beans, peas, apricots, apples, pears, grapes, melons, and peaches. The town is a center for marketing these crops, and also for the lively wool trade.

Note: Additional references to China's Ningsia Province are found in "From the Mediterranean to the Yellow Sea by Motor," *National Geographic Magazine*, November, 1932; "Raft Life on the Hwang Ho," June, 1932; and "The Road to Wang Ye Fu," February, 1926.

Ningsia may be located on The Society's Map of Asia, copies of which are available at 75¢ (linen) and 50¢ (paper).

Bulletin No. 2, March 11, 1940.

Photograph by Maynard Owen Williams

FOUR-SQUARE AGAINST THE DESERT, NINGSIA HOLDS ITS OWN AS A CAPITAL OASIS

The capital city of the province, like so many Oriental towns, is divided into four parts by two principal streets which intersect under a central pagoda, or tower. Ox-carts bring to the city the wool and garden produce from the rich farming hinterland that has maintained its fertility for 2,000 years against the encroachment of the desert. The low, flat city buildings generally have wooden fronts and mud-brick walls. Streetside shops display brasses, silks, vases, Ningsia rugs, furs, and the luxuriously soft inner coats of lambskin with wool attached which are worn under long gowns in chilly weather. Long strips of cloth are the "signboards" of the shops. Whether wearing skirts, trousers, or long coats, the Ningsia men are unanimous about tucking their hands away for protection against the cold.

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German Guards at Central Europe's "Front Door": The Moravian Pass

AS Europe's war on the Western Front simmered down from *blitzkrieg* to "sitskrieg," rumors trickled through that all was not quiet behind the lines. Some of Germany's "defense measures" were found to be hundreds of miles east of the battlefront—in fact, in the Bohemia-Moravia Protectorate which Czecho-Slovakia became in 1939.

Special German troops went on duty recently, not on the Siegfried Line, but on the railroad line which runs through the Moravian Pass at the narrowest central part of the former Czecho-Slovakia, between the Czech cities of Moravska-Ostrava and Brno to the south.

The region of this international short-cut has for centuries been the chief portal of north-south traffic in Central Europe. The Moravian Pass itself is the narrow waistline of an hourglass-shaped corridor.

Where Wheelbarrow Could Conveniently Cross Mountains

The Pass is a depression a few miles long between the Sudeten Mountains on the west and the Carpathians on the east. Above it the Oder River spreads a widening fan of valley into Germany, and below it the Morava River smooths a spreading plain southward to join the Danube. The Moravian Pass, not quite 1,000 feet high, joins the two river valleys and makes it not too difficult to trundle a wheelbarrow all the way across the Moravian province of the former Czecho-Slovakia from north to south. This natural gateway, popular with traders of ancient times, became one of the more strategic short-cuts of history.

The small town of Hranice, or, where that is missing on the map, the larger town of Prerov, serves to mark the general position of the Moravian Gateway.

Railway traffic through this small portal takes the quickest route between Vienna and Breslau, linking the northern and southern arms of German territory which, during 1938-39, closed in around the western half of Czecho-Slovakia in an ever-tightening embrace.

Through the same mountain gateway pass the main railroads from old Germany on the north, across the Czech territory and on to Ostmark (formerly Austria). These rail routes connect the important city of Brno (Brunn) with the eastern German cities of Breslau and Berlin.

Ancient Amber Road Crossed Moravian Threshold

A post-Munich agreement gave Germany leeway to build a trunk highway cutting all the way across the province of Moravia, and linking Breslau in Germany on the north with Vienna in Germany on the south. This agreement gave an all-German corridor that cut Czech territory in two.

This short defile has been a threshold of new eras in the past. Among the warlike forces which swept through this route to conquest have been the history-changing Huns and the Ostrogoths.

Near the town of Prerov, some forty miles south of the Pass, at Predmosti, have been found evidences of prehistoric man's settlements, conveniently situated for enjoyment of the mountain gateway's convenience. Farther north in the limestone Sipka Cave in the wooded mountains, scientists have found another relic, the jawbone of a man of days before the flood.

When it first came into history, the Moravian Pass was the geographic doorsill

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standard of highest quality, the silver coins of the Easterlings, or east-of-Britain traders of the Hanseatic League. King Henry VIII, confronted with the problem of financing many wives, introduced metal coins merely washed with silver.

New uses have given the metal an increased importance in modern industries and the arts. Silver today is a familiar commodity of everyday life around the globe, appearing as anything from a California golf trophy to an East Indian bride's dowry. It is found on tea carts and inside a sick man's chest, patching up a war wound; in the headdress of an Ethiopian chief and in altar decorations of a Peruvian church; in tiny parts for telephone equipment and in the countless miles of film on which Hollywood stars parade for moviegoers from Morocco to Montana. One big photographic supply company estimates that it requires more than 250 tons of silver each year for use in film.

In the United States and Canada alone, according to latest complete figures, 27,000,000 ounces of silver were used annually in art and industry. During most years the leading consumer is the sterling silver industry (illustration, below). Its rival is the photographic film industry.

Note: The subject of silver is more fully treated in "Pieces of Silver," *National Geographic Magazine*, September, 1933. Additional pictures of the metal are contained in "Riatas and Romance in the Rio Grande" (color insert), October, 1939; "Country Life in Norway," April, 1939; "Connecticut, Prodigy of Ingenuity," September, 1938; "Nature Paints New Mexico" (color insert), May, 1938; "Changing Shanghai," October, 1937; "Afghanistan Makes Haste Slowly," December, 1933; "The Geography of Money," December, 1927; "Canada from the Air," October, 1926; and "A Visit to Three Arab Kingdoms," May, 1923.

See also in the GEOGRAPHIC NEWS BULLETINS: "Oil and Silver, Mexico's 'Double Trouble' Twins," April 25, 1938.

Bulletin No. 3, March 11, 1940.

Photograph courtesy R. Wallace and Sons

STERLING IS THE ARISTOCRAT OF THE SILVER WORLD

Sterling silver manufactures, principally flat tableware or hollow ware or jewelry, absorb about one-third of the metal produced each year, and also use scrap silver. Much of the former is bought as silver alloy, between 80 and 84 per cent silver; some is in the form of bar silver, 999 fine. The product, however, cannot be labeled "Sterling" unless it is 92½ per cent silver. Goblets, bowls, pitchers, platters, and loving cups in a silverware factory are here shown receiving a final polish from electrically run buffing disks. Besides silverware and photography, other industrial users of silver are silver chemicals for medicine and laboratories, mirrors, dentistry, and the silver solder used in electric refrigerators.

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Vital Viipuri, Chief Soviet Objective in East Finland

VIIPURI, exposed to the Soviet Union's attack after weeks of hammering against the Mannerheim Line across the Karelian Isthmus, has long been the most important center of eastern Finland.

Set at the head of a deep inlet of the Gulf of Finland, Viipuri (*Viborg* in Swedish) is strategically situated both for military operations in war and trading activities in peace. It is only about 75 miles—less than 20 minutes as the bomber planes fly—north of the big city and valuable Soviet port of Leningrad.

Historic Russo-Swedish Battleground

Because of its location on the Karelian Isthmus, a buffer region for centuries between Sweden and Russia, Viipuri has seen innumerable sieges and battles during a long and bloodstained history. It was founded by conquering Swedes during the 13th century Crusades as an outpost against the forces from the east, as well as to subdue the pagan Finnish tribes of the neighborhood. Its original castle fortress, from whose 240-foot tower the surrounding country is visible for miles, is still used as military barracks.

In the 16th century Viipuri had become one of Europe's strongest fortified walled towns. From its ramparts in 1495, during a Russian siege, its Swedish defenders poured down on the invaders barrels of burning pitch and tar, producing the famous "Viborg Bang," an explosion attributed in Finnish legend to heavenly magic. A more prosaic account of the incident has it that the commander of the castle had received scientific training abroad, and used chemical means to cause the blast, at the same time throwing into the barrels and kettles a number of snakes, turtles, and cats to make the spectacle more horrifying to the enemy.

The besiegers in this particular battle fled; but the struggle between Sweden and Russia continued. In the centuries which followed, Finland, especially this eastern section, became an almost constant battleground, with Viipuri its storm center.

Famine and cold also took their toll. In one famine year alone, 1695, it is recorded that one-third of the Finnish people died of starvation. In speaking of the period during the 18th-century "War of the Great Wrath," the peasants declared that "it was so cold that fire froze in the stove."

Commercial and Industrial Center

Eventually, by the treaty of 1721, Viipuri was ceded to the Russians; but all was not yet quiet on the Viipuri front. In 1790 the Swedish fleet, after failing to enter the Bay of Viipuri, was forced to run the "Viipuri Gantlet," through the Russian naval forces.

A little over a century and a quarter later, this much beleaguered city saw still another siege, as a result of the Finnish civil war which followed the breakdown of the Tsarist Government. After five days of battle, the attacking "White" forces were victorious.

In peacetime, Viipuri is the Number One industrial, commercial, and distribution center of eastern Finland. It is the hub of a network of railways and motor roads which link it with all important cities of the country. Because of its accessibility to Finland's farflung forest and lake system it is the busiest timber-export center of the country (illustration, next page). With a normal population of some 84,000, it ranks in size after the capital at Helsinki.

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over which northern tribes stepped to bring their amber from Baltic homelands for trade with Mediterranean nations. It attracted Central Europe's north-south flow of commerce from the beginning of man's records.

Pass Gave Strategic Importance to Vienna's Site

The Romans, at the command of Emperor Nero, probably found it their first means of exit from southern colonies into northward exploration of—to them—almost mythical Baltic realms. It was as a frontier outpost guarding traffic through the Moravian Pass that Vienna got its start. But northern barbarians succeeded in crossing the Pass and overpowering the outpost, and ultimately the ancient Roman Empire as well.

This low, unspectacular pass marks the watershed between the Baltic on the north and the Black Sea on the southeast.

Note: See "Czechoslovakia, Yankees of Europe," in the *National Geographic Magazine*, August, 1938; "When Czechoslovakia Puts a Falcon Feather in Its Cap," January, 1933; and "Hospitality of the Czechs," June, 1927.

See also in the GEOGRAPHIC NEWS BULLETINS: "Three Thumb-nail Portraits of the Late Czecho-Slovak States," also "Table of Data on the Former Czecho-Slovakia," April 3, 1939; and "Czechoslovakia Is a Land of Many Minorities," October 10, 1938.

For location of the Moravian Pass see The Society's Map of Central Europe and the Mediterranean, copies of which are available at 75¢ (linen) and 50¢ (paper).

Bulletin No. 4, March 11, 1940.

Photograph by W. Robert Moore

A BATTLE MONUMENT IS A MILEPOST ON THE PATHWAY OF HISTORY

Armies for centuries have trudged the "road to empire" that crosses the Moravian Pass between the German city of Breslau and old Vienna. South of the Pass, near Brno (Brunn), in Moravia, occurred the historic battle of Austerlitz (Slavkov), commemorated by this grim monument on a hilltop now surrounded by farms. Here in 1805, moving north from Vienna, Napoleon met and defeated the combined forces of Austria and Russia. The forces of the Austrian and Russian Archdukes had been camping near Olomouc (Olmutz), near where the Moravian Pass broadens out into the Morava River Valley. Erected as a peace memorial, this monument has a chapel in its interior.

Even before Sweden's Crusades, there was a primitive trading post on this site. During the Middle Ages, the operations of the Hanseatic League lent it added commercial importance, and gave a strong Teutonic tinge to the city's already international flavor.

The greatest spurt in Viipuri's commercial rating, however, followed the completion of the Saimaa Canal in the 1850's and the opening of the railway in 1870. Today, the city has a large industrial section, with sawmills, machine shops, flour mills, soap and tobacco factories. It is also the Karelian region's chief musical and artistic center.

With its ancient history and recent prosperity, Viipuri is an odd mixture of the new and the old. Unlike most of Finland's wood-constructed towns, many of its buildings are made of stone, including the new granite railway station closely resembling that at Helsinki.

Viipuri's modern shops and hotels, hospitals, warehouses, and office buildings contrast sharply with the old section's cobblestone streets, medieval gateways, and gabled houses. Along with its 13th century castle and ancient churches, too, is the old Round Tower, known as "Big Catherine," all that is preserved of the fortress towers and walls which once guarded the young city. Its top floor is now a restaurant whose waitresses wear medieval costumes.

Note: See also "Farthest-North Republic," *National Geographic Magazine*, October, 1938; "Looking Down on Europe Again," June, 1939; "Flying Around the Baltic," June, 1928; and "Helsingfors—A Contrast in Light and Shade," May, 1925.

And in the GEOGRAPHIC NEWS BULLETINS: "Finnish Battlefields Beside Ladoga, Europe's Largest Lake," March 4, 1940; "The 'Waistline' Sector of Finland's Fighting Front," February 26, 1940; "Turku Now Finland's Leading Winter Port," February 19, 1940; "Finland's Karelian Isthmus Is Europe's 'Hottest' Battleground," January 29, 1940; "War Loss Closes Finland's Back Door to the Ice-Free Arctic," January 8, 1940; and "United States Befriends Friendly Finland," October 30, 1939.

Bulletin No. 5, March 11, 1940.

Photograph by Dorothy R. Swift

WOMAN'S WORK IN FINLAND IS WHEREVER SHE IS NEEDED

Viipuri is the chief shipping point for the extensive timber exports of east Finland. Logs are floated southward over streams, lakes, and rivers to sawmills and the port. On relatively quiet waters of placid lakes, smooth enough here to allow a full-length reflection of the nearest girl lumberjack, "lumberjills" take their turn at piloting the logs for part of the journey to mill and port. On the dangerous rapids of the rivers, however, only men are lumberjacks.